1. The following types of engines are used by the Czechoslovak Railroads. National Corporation:

<u>Name</u> *	Produced by	No. of Axles	Hauling Caracity in Tons on 2,85 Grade
R 1 "Dragon"	Skoda in 1948	4	800
RO 2 "Usata"	Skoda in 1932	5	900
II 3 "Onega"	CKD, Prague in 1942	4	1,100
ON 4 "Bejcek"	CKD, Prague in 1942	4	400
N 5 (freight engine)	Floridsdorf, Vienna, in 1908	4	650

- The following types of railroad cars are used by the railroads: 2.
  - a. Express ransenger cars, marked AB, ABC, CA, and BC.\*\* These cars carry from 69 to 82 massengers, are of normal width, and weigh 54, 48, and 42 tons respectively. They have four axles and Westinghouse brakes. The usual speed of express trains is 110 km/hr.
  - b. Passenger cars, 8 m in length and of normal width. Type 21/22 CZ car weighs 17 tons; type CI weighs 16 tons and carries 61 passengers.\*\*\* Speed is 80 km/hr, local trains 50 km/hr.
  - c. Freight cars. Model "U" for the transport of coal, 10 or 15 tons; nodel "Zet", 11-26 tons. The speed of express freight trains is 20 km/hr, of other freight trains 40-50 km/r.
  - Special cars called "saloon" cars (sic, probably drawing room cars) which are . used to transport official delegations abroad. Prior to each trip, every train composed of such special cars makes a test run from Tilsen to Prague. The time of its departure is kept secret, and all personnel are thoroughlchecked. These trains are rainted blue.

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> This document is hereby regraded to COMMUNICION ordance with the letter c 7078 from the Directo. Archivic. Jance to the а ез. Next Review Duro: 2003

Document No. 08 Approved For Release 2002/08/08 : CIA 0080009-1

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- 3. The tyres of train brakes used are Westinghouse, Knorr, and Breda & Bozic. The last tyre is used mostly for freight trains because it acts quickly without breaking the courlings.
- A railroad bridge about 2 km long is being built over the Vitava River at Branik, which is south of Frague, in order to facilitate the transporting of iron ore from Unisek rod Brdy (N50/166) to Kralove Dwur near Beroum. Although the distance between Mnisek rod Brdy and Kralove Dwur is only about 20 km, the two places are severated by high hills through which no milroad line has been constructed. Therefore, trainlends of iron one going from Unisek to Tralove Dwur have been compelled to travel by way of Frague through the Smichov and Vrsovice yards, where train traffic is otherwise very congested. The new bridge is intended to alleviate this congestion by cutting the rail circuit of these ore trains before Frague proper and connecting the line which leads from the Unichov yard with the line from Mnisek along the east bank of the Vitava.
- 5. A new method of allotting railroad cars for the transport of goods has been devised and is to be instituted on either.

  This will not affect the transportation of property of Austrian citizens which is being sent to Austria with the approval of the authorities of both countries.
- 6. A 1,250-ton load can be carried on the Frague-Cesko Budejovice line if a second engine in the rear is used as far as Etrezimir. On the remainder of the run, on these R 1, RO 2, H 3, and H 5 are capable of hauling as much as 1,250 tens because the grade is only 1.6 percent.
- 7. More than 200 trains travel between Prague and Ceske Budejovice daily, as follows:
  - 3 international express trains
  - 4 express trains
  - S express passenger trains
  - 40 passenger trains
  - 38 express freight trains
  - 18 non-stop freight trains called "rockets"
  - 55 freight shunting trains
  - 46 local passenger trains
- 8. 'later towers and roundhouses on the Prague-Cesko Budejovice line are situated at the following places:

		No. of Tovers	Engine Caracity of Poundhouses
Prague (Hilson Station)	)	2	L.OS
Pramue (Vrsovice Static	on)	2	200
Cercany		s	6
Benesov		2	Ë
Obramowice (050/L94)		2	we!
Tabor (050/101)		2	80
Voseli nad Luznici	CONFIDENTIAL	2	20
Ceske Budejovice	CONFIDENTIAL	2	140

9. In the ApproveduE or Release 2007/98/Ge CIARDES 2.00457R007000080009:1at all times. Hear this building is a four routhed surely of coal, which is stored

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in 1,800 railroad freight cars. Two thousand versons work in this round-house in three shifts, and during each shift about 14 cars of soal are used. Various maintenance workshops are attached to the roundhouse.

10. Railroad bridges and shunting yards on this line are located as follows:

	Bridges	Shunting Kards	
Prague-Vrsovice	Entrance bridge, 25 m long, 20 m wide, maximum load 1,200 tons.	total of about 280 trains, usually consisting of 50-60	
	Departure bridge, 20 m long, 20 m wide, raximum load 1,200 tons.	carry can be assembled daily.	
Cereany	Entrance bridge, 30 m long, 25 m wide, raximum load 1,200 tona.	0	
Taber	Communication of the land of the state of the land of	1.5 km long, 300 m wide; which . Of trains can be assembled daily.	
Veseli mad Lucnici		2 km loam, 500 m wide; about 90 trains can be assembled daily.	
Ceska Budejovice	"Thtrance bridge, 20 m long, 15 m wide, raximum lond 1,200 tons.		

- II. In route from the Milson Station to the Vrnovice Station there is one trievel, 2,600 m in length and 8 m in width, and between the Milson Station and the Scalebov Station one tunnel, 2,600 m in length and 7 m in whith.
- 12. The chargest curves on the Prague-Cocke Budo Jovice line are between Senohmby and Benesov. At the following stations connections can be made with other lines:
  - a. From Corcany to Kolin and to Havlickur Brod
  - b. From Tabor to Tiock, to Obratan and Jihlava, and to Beelyne win an electrified line
- 13 The line from the Prague-Tilson Station to the Frame-Visovice Station has been electrified. With the exception of excess trains, all trains are bauled by cleatric engines for this distance. At Visovice they are amin a taches to other engines.
- 14. At the "floor Strien 'unl-prorated and electrical semmylores are used to convey light signals. The switches are also both a munify and electrically operated. At the Viscovice Station the switches are electrically operated and the signals canually. First the switch for the emerging train is fixed and then the main scraphore is set by hand at "proceed". All the switches, however, are dependent on the main semichers and they can be sufficient as appeals "Kee" looks.
- 15. The following clatforms as stations on the Imamun-Cirks life their military subjection:

Control of the second of the s	•	Carlot and the same of the common section for the common section.
Drum 2- Claon		.4

Pra un-Vrsovice

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	GETTRAL I'T HINGENGE AG		25X1A
	Corcany	1	
	Obramovice	1	
	Hermnicky Sodlec	1	
	Sudomerice—Nemysl	1	
	Tabor	1	
	Cobeslay	1	
	Veseli nad Luznici	1	
	Ceske Budejovice	2	
16,	Special military trains are run on the Pinecessary, and they have the same prioritake proference over rassenger trains. In interval of five to eight minutes before	ty as freight express trains and lornal passenger trains wait for	
17.	These military trains are capable of carconsists mostly of tanks, cars, artiller cement, coal, antitank obstacles, iron rother items. Special cars are used to the can be loaded and unloaded at any point three minutes. These special cars can be rear ends, and they have a loading capacity.	on the read. This operation takes opened both at the front and	
*	Correct: The letter designation "or an express engine, the letter "N" a f	of signifies oither a passenger reight engine.	
***	Comment: These letters indicate to by the train. "A" is equivalent to the and "C" the third class.	no class of parsengers carried first class, "B" the second class,	

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\*\*\* Correct: Cars designated 21/22 CE and CI are local train cars only.